

Intimations.

WANTED.

HOUSE at the PEAK, 4 or 5 ROOMS, from April or May next.
A. & K.,
c/o. China Mail Office.
Hongkong, December 2, 1886. 2294

HONGKONG RACES, 1887.

WEDNESDAY, THURSDAY & FRIDAY,
the 23rd, 24th, and 25th February.

HONGKONG DERBY.

THE HONGKONG DERBY, a SWEEPstakes of \$20 each, half forfeit if declared on or before the date of Closing Entries, with \$10 added for 1st Pony and \$50 for 2nd. For all China Ponies bound for Griffin's at date of Entry (SATURDAY, the 22nd January, 1887), First Pony 70 per cent., Second Pony 20 per cent., and Third Pony 10 per cent. Weight 10st. 10lb. Distance, One-Mile-and-a-Half.

NOMINATIONS close on SATURDAY, the 18th December, 1886, addressed to the Club, of the COURSE, at the Hongkong Club.

By Order,

J. GRANT,

Acting Clerk of the Course.

Hongkong, November 6, 1886. 2114

THE INDIAN ENGINEER.

A N announcement having appeared of the proposed issue of the first number of a Periodical to be entitled 'INDIAN ENGINEERING' on 1st January 1887, and some of our Subscribers having written to us that they understand the publication of the 'INDIAN ENGINEER' has ceased, we hereby give notice that the publication of the 'INDIAN ENGINEER' will continue as heretofore, and that we are in no way connected with, or interested in, the proposed Periodical to be called 'INDIAN ENGINEERING.'

Mr. P. DOYLE has ceased to be the Editor of the 'INDIAN ENGINEER,' and is in no way connected therewith.

W. NEWMAN & Co.,

Proprietors and Publishers of

'THE INDIAN ENGINEER.'

4, DALHOUSIE SQUARE, CALCUTTA. 2203

Prospectus.

PROSPECTUS

OF THE CHINESE IMPERIAL GOVERNMENT SEVEN PER CENT. SILVER LOAN 'B,' 1886.

In Terms of Agreement made with His EXCELLENCY CHUN YUN and confirmed by the TSUNG-LI YAMEN to the BRITISH MINISTER at Peking on the 13th August, 1886.

The Loan is for Kuping Taels 700,000, the equivalent of Taels 767,200, Shanghai Sycee, in Bonds of Shanghai Taels 250 each.

Interest at the rate of Seven per cent. per annum, payable half-yearly on 31st March and 30th September.

The First Payment of Interest will be made on 31st March, 1887, and calculated from 16th December, 1886.

The Bonds are redeemable at par by half-yearly drawings up to 31st March, 1917, as per Schedule attached to Prospectus.

Principals and Interest payable at the Shanghai Office of the HONGKONG and SHANGHAI BANKING CORPORATION, and at other Offices of the Bank at the current rate of Exchange for Demand Bills on Shanghai.

With reference to the foregoing the HONGKONG and SHANGHAI BANKING CORPORATION invite Tenders for the above Loan until 4 o'clock p.m. on WEDNESDAY, the 15th December, 1886.

No Tender will be entered under Taels 262,60 for each Bond.

The Amount allotted must be paid in Dollars at Exchange of 72 on or before the 22nd December, 1886, when lots of allotment will be exchanged for Bonds to Bearer.

PROSPECTUS AND FORM OF TENDER can be obtained on application at the Bank.

For the

HONGKONG & SHANGHAI BANKING

CORPORATION,

Agents Issuing the Loan,

JOHN WALTER,

Acting Chief Manager.

Hongkong, November 24, 1886. 2230

To Let.

TO LET.

ROOMS in 'COLLEGE CHAMBERS,' No. 13, HOLLYWOOD ROAD. No. 5, PEDDAR'S HILL.

Apply to

DAVID SASSOON, SONS & Co.

Hongkong, December 3, 1886. 632

TO LET.

WITH immediate occupation the Com-
P. & O. OLD OFFICES, lately in the occupa-
tion of the HONGKONG & SHANGHAI BANK-
ING CORPORATION.

For further Particulars, apply to the
Under-signed.

E. L. WOODIN,

Acting Superintendent.

Hongkong, November 22, 1886. 2220

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:

Apollon—German brig, Captain John
Fleck—Schellhas & Co.

Aurèle—British 3-masted schooner, Capt.

B. Bright—Master.

Clara HABUAN, British barque, Capt.
Wm. Brown—Chinkee.

Elise, German brig, Capt. E. Schwartz—
Chinkee.

Elou SOUNC, American ship, Capt. J. T.
Boule—Master.

Fred. P. LITCHFIELD, Am. barque, Capt.

O. U. Young—Gossaves & Co.

Hilda, British schooner, Capt. O. Olin—
Captain.

John C. POWELL, American ship, Capt.
H. Currie—Order.

John TRACY, British ship, Capt. Thos.
Ryan—Messagers Maritimes.

SARAH HIGGITT, American ship, Capt. A.
Morgan—Ed. Schellhas & Co.

SMITHEDEN, British steamer, Capt. Wm.
Hutton—Arnold, Karter & Co.

Vestiva, Spanish barque, Captain R.

Estival—Remedios & Co.

Notice of Firm.

NOTICE.

WE have authorized Mr. ED. MILLER
to SIGN BILLS OF LADING in our
Name from this date.

SIEMSEN & Co.

Hongkong, November 29, 1886. 2274

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAMSU.

The Co.'s Steamship
Captain HALL, will be
despatched for the above
Ports on SUNDAY, the 12th Instant, at
Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAK & Co.,
General Managers.

Hongkong, December 9, 1886. 2336

NOTICE.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates
for NINGPO, CHEFOO, NEW
CHIANG, TIENSIN, HANKOW and
Ports on the YANGTSE.)

The Co.'s Steamship
Kudang, Captain YOUNG, will be
despatched as above on
MONDAY, the 13th Instant, at 3 p.m.

For Freight or Passage, apply to

JARDINE, MATHEWS & Co.,
General Managers.

Hongkong, December 10, 1886. 2346

NOTICE.

UNION LINE.

FOR KOBE AND YOKOHAMA.

The Steamship
Kingsley, Captain PURVIS, will be
despatched for the above
Ports on WEDNESDAY, the 15th Instant, at
2 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, December 10, 1886. 2345

NOTICE.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, SYDNEY AND
MELBOURNE, VIA FOOCHOW.

The Co.'s Steamship
Changala, Captain J. G. WILLIAMS, Com'ndr.,
will be despatched as above on
WEDNESDAY, the 15th Instant, at
4 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, December 4, 1886. 2344

NOTICE.

FOR LONDON VIA SUEZ CANAL.

The Steamship
Glencoe, Captain PARK, will be
despatched as above on
MONDAY, the 13th Instant, at 3 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, December 4, 1886. 2344

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despatched as above on

Mr. A. P. MacEwan calculated that we had two months' supply of water—“supply,” meaning the quantity to be supplied. The Surveyor General, in correcting Mr. MacEwan, deftly implied, but did not say clearly, that the quantity to be supplied will be less than formerly, and that the stores will thereby be eked out to last a period of four months. Instead of adopting this course, it would have been much more satisfactory to all concerned had Mr. Price shown how the water now wasted might be conserved, how much could be collected that is now continuously running waste, and how much help the conduit will be. It is not likely that the rainfall will hold off for so long a time as four months, and the scarcity of water will probably be more felt during the next few weeks than it will four months hence. If more regularly were observed as to the time when the water is turned on, in private houses, the servants would know, when to look for it, and much of the waste so reasonably objected to by the Surveyor General would thus be prevented. At present the taps have to be left open, even at night, as one can never tell when it will come on; and of course, Chinese servants will never get up in chilly weather at night-time to stop a water-tap. Mr. Price might with advantage note this little fact.

The French merchants in Haiphong do not seem to think the Government is encouraging their trade sufficiently. *Le Courier d'Haiphong* says:—According to the new Customs ordinance, vessels chartered by the Government—the only French vessels on long voyages that have yet frequented this port—are prohibited from taking the least expeditious without paying lighthouse and anchorage dues. This measure renders the shortest commerce completely tributary to the Messageries Company, whose rate of freight as every one knows is completely prohibitory. The results of which we speak are obliged to return direct to France, and the Company to which they belong have obtained after great trouble the right of loading return freight.

With their rather low freights it would be possible to reach the European markets and let our goods be known there. But with the tariff of the Messageries this is impossible, as our products are generally rather poor and the rate of freight would often be higher than the intrinsic value of the goods. So these boats, which, under the name of transports, are subsidised by the State for the profit of our colony, are deprived by the dues of the privilege of return cargo and have in order to make up their load to take merchandise from Singapore, Colombo, Aden, English colonies, protected in this way and favoured to our detriment.

At a regular meeting of St. John's Lodge of Freemasons, 618 S. C., held last night, the Master for the ensuing year was duly installed by proclamation by the Deputy District Grand Master of the Grand Lodge of Hongkong and South China, (Wor. Bro. Dr. W. S. Adams), assisted by Wor. Bros. Maglary, George, and Christie; and the various officers were thereafter invested by the master. The master and officers' names are as follow:—

R. W. M. (re-elected) ... J. W. Croker.
I. P. M. ... C. Grant.
W. S. W. (do.) ... W. Scott.
W. J. W. (do.) ... E. J. Malu.
Treasurer (do.) ... M. Falconer.
Secretary (do.) ... F. Howell.
S. D. (do.) ... J. Hodge.
J. D. ... R. W. Kemp.
Dir. of Ceremonies (do.) ... L. Kirchmann.
Seward ... H. A. N. Shearaz.
I. G. ... W. T. Watt.
Taylor ... J. Maxwell.
Orgeant ... H. L. Stringer.

At a meeting of the S. Mary Magdalene Chapter, Rose Croix, held on Thursday evening, the following officers were installed and invested:—

M. W. Sovereign ... F. E. O. George.
High Priest ... Paul Jordan.
1st General ... E. Mackay.
2nd General ... A. O'D. Gourdin.
Grand Marshal ... F. A. Hasland.
Treasurer ... W. Danby F. M. W. S.
Secretary ... J. Maxwell.

The disabled steamer *Hastis* arrived at Shanghai on the 5th instant from Foochow in tow of the *Chiyan*.

Mr. J. G. Dunn has arrived at Tientsin from Rome and has had audience of His Excellency the Viceroy.

True Shapoo says that the manager of the Kiangnan Arsenal has decided to establish an arsenal at Sungkien, in place of the Powder Magazine, which the residents there had petitioned the Viceroy to remove to another locality.

The new Japanese cruiser *Unbi Kan* arrived at Singapore on the 27th ultimo from Havre en route to Yokohama. The *Unbi Kan* was built in France, and she is being navigated to Yokohama by a French crew until her arrival at her destination, when a Japanese crew will be substituted.

The Chinese Times is informed that the ceremony of driving “the first spike” in the Kiating Extension Railway was duly performed on the 23rd ult. by Mrs. Kinney, with the usual accompaniments. The operations have been commenced at the Tsin-ko-cawang end of the new section.

Joseph Portell, who was sentenced to two years' imprisonment in April, 1885, for a robbery at the Salvoys, escaped from the United States at Yokohama on the 1st inst., and has not been found. Before leaving he paid a visit to the house of Mr. MacNeece, deputy marshal, and stole a sum of money, close upon \$600 dollars. [He was captured next day.]

Sir George Groom writes to the Fochow Echo of the 4th instant:—

Dear Sir.—At this season when our aspiring “Jocks” have often to deal with canibalistic disposal “knock,” the art of taming the fiery steed as given below may be of interest.

I would timidly suggest that it might also be found useful in curbing the unruly tongues and pens of some of my fellow residents.

METHOD OF TAMING THE MOST VIOLENT HORSE.

Horse Castor grunted till.

The Chirurgeon—Yes.

Mr. Goughie said, “I am always till the foal comes out.”

Oil of Cumin.

“Castor” is this, worn on a Horse's leg.)

Rub a little oil, or Cumin on your hand, and let the animal smell it. Then rub his nose with your hand.”

Five drops of Oil of Rhodium into a silver thimble, let this down on his tongue, and he is your servant. “A little of the grated Castor, on a piece of lead sugar or potato is good, and he will follow you anywhere.”

Since the official trial of the Daccau Railway the Chinese have come in great crowds every day to see the engine and carriages. As it was impossible to let them all ride in the train, Mr. Galy introduced a sort of fare, and ran excursion trains. The fares adopted were 50 cents for first, 20 cents for second, 10 cents for third, and 5 cents for fourth class. These prices have been readily paid; but the wives and children of the excursionists were usually left at the terminus while the heads of the family enjoyed the ride. In order, however, to give them all an opportunity of enjoying this new sensation it has been arranged that the family shall travel free, under the one ticket. Considering that the line leads from nowhere to nowhere and back again, it is not two miles long altogether, it shows a strong interest in the railway that Chinese pay such fares.—*Chinese Times*.

THE FOODS ECHO of the 4th instant says:—On Sunday night last a few men who enjoy the honour of being military students committed a most brutal act on a poor girl, sister by Meurs Purdon & Co.'s house. These murderous brutes in passing by the fruit stall took what each of them wanted and went away as if the fruit was their own; a little boy, whose father, owner of the stall, had left him in charge during his absence, began to remonstrate, and the noise made by the poor boy brought his father to the spot, who, of course, demanded from the students payment for the fruit they had taken. This resulted in a fight, and we regret to learn that the poor fruit seller died next morning from the effect of blows and wounds received from the students. We hear that the relatives of the deceased intended of having the student sentenced to death, but preferred to have the master sentenced for the sum of 200,000 cash, and of this sum 60,000 were expended for the funeral, the balance being as a provision for the family of the deceased.

THE CHINESE TIMES says:—Various little schemes are in the air. Lin to Taku, to Peking, and elsewhere, all virtually under the control of the Viceroy Li, are being schemed by rival Chinese. One of the lines is generally believed to be settled, and the scientific staff already in Tientsin. The one thing certain is that no concession will be granted to foreigners until the high officials change their mind; and it is further understood that no foreign capital will be employed or sanctioned in the construction of any line—restrictions which would of course effectually prevent any extensive development of railway work. The time is, however, probably not far distant when either Li Hung-chang or some other responsible statesman will take up the question a little more seriously and lift it above the reach of the small adventurers who are contending for the honours of being the railway pioneers of China. The little experiment the other day with the Daccau Railway has probably done more than volumes of discussion to give practical shape to the vague notions prevalent about railway work. The Viceroy has, been, very much impressed by the demonstration, and the small railway has attained an enormous popularity among officials and people. It is a mighty come down, from Macmillan and Stephenan and his railway maps, and from the 3 million Syndicates, to the 24 million gauge railway one mile long; but, if it goes to be healthy and the soil congenial, it is a sure way to produce a forest by transplanting full-grown trees without roots.

SERIOUS FIRE AT AMOY.

By the arrival of the Doughty Co.'s steamer *Haiphong* this forenoon, we learn that a serious fire occurred in the business side of the foreign settlement at Amoy, on the night of Wednesday last. The fire broke out about ten o'clock and burned until daylight on Thursday morning, destroying in its progress the premises of Messrs. Ollie & Co., Messrs. Pasdag & Co., and all the houses along the foreshore. The premises of the Hongkong and Shanghai Bank were only saved by the pulling down of two adjoining houses, thus forming a gap. Messrs. Ollie's stock of opium was saved by the exertions of the Customs' people. We hear that the local insurance companies are not affected by the fire. The premises of Messrs. Pasdag & Co., we understand, were insured in a German office.

THE HONGKONG BRICK AND CEMENT CO., LIMITED.

A general meeting of the shareholders in the Hongkong Brick and Cement Co., Limited, was held in the Co.'s office, No. 7, Queen's Road, this afternoon, when there were present:—Hon. C. P. Chater (Chairman); Messrs. S. J. Gower, H. Harms, W. H. Ray, and N. J. Ede.

Mr. Goughie read the notice calling the meeting.

The Chairman then said:—This meeting has been called, simply for the purpose of confirming with the ordinary shareholders the resolution of the shareholders that within four months of the registration of a company a meeting must be called and the shareholders must be informed of what has taken place during that time. We have gone on working since the registration of the company, and we have made two calls, one of \$2.50 and another of \$5, making a total of \$30,000 out of our capital of \$100,000. Goods have been purchased from the Government, and set out, and the machinery ordered from home has arrived, been put up, and will be in working order on Monday.

The brick-making machinery work has been carried on rather slowly on account of the rice crop which had to be cleared away before anything could be done. That is all that has been done. Four men have been engaged by Mr. Wotton, one of our Directors, who is on his way out and who will arrive here in the *Glendale* at the end of next week. On his arrival we have no doubt we shall be able to turn out a fair lot of bricks. We expect very soon to turn out red bricks, first class fire bricks, socket pipes, for which there is a good demand, tiles for verandahs and roofing tiles, for both of which our ovens are supposed to be very well adapted.

That is all the information I have to give at present. If any gentleman has any questions to ask, I shall be very glad to answer them.

Mr. Ede—By socket pipes you mean drain pipes?

The Chirurgeon—Yes.

Mr. Goughie said, “I am always till the foal comes out.”

Oil of Cumin. (“Castor” is this, worn on a Horse's leg.)

Rub a little oil, or Cumin on your hand, and let the animal smell it. Then rub his nose with your hand.”

This was all the business, and the meeting dispersed.

Some of the bricks manufactured by the Co. were on view in the office, and the red brick was pronounced to be equal in quality to that produced in Amoy.

FRAGRANT WATERS' MURMUR.

That we ought to be thankful for the crumbs of comfort contained in the telegram about Colonial Defence and the system of Imperial telegraphic cables, and hope that this Conference will not be used as an excuse to defer the sending out of our broad-hauling guns.

That the Right Hon. Sir George Bowen will doubtless claim the credit of this happy thought of a Conference, and a very welcome figure in its proceedings and Colonial authority for “over a quarter of a century,” etc.

That it is to be hoped the Conference will not be held on the First of April.

That in the matter of the infant mortality at the Convents, the uncomfortable impression produced that the main object of purchasing moribund children is to baptize them into the Roman Catholic faith.

That the great oracle, the Surveyor General (the Hon. J. M. Price) has spoken or been “drawn” and that he has told us that by a judicious distribution of supplies to the inhabitants we have 44 months' supply of water in the Reservoir instead of the 24 months' supply calculated by the ordinary means.

That Mr. Price might have put it more forcibly, that, by depriving us altogether of water, he found that the Government had a strange equal to a quarter of a century's dribbling, and that his Hon. friend (Mr. MacEwan) was therefore “a little out in his figures.”

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That such rumours are almost certain to be exaggerated, and of the dividend there can be no reasonable doubt.

That Doche have weakened slightly, apparently in sympathy with Banks, and for no other sound reason.

That Banks underwent a fall of some 6 per cent, without any one being able to clearly assign a bona fide reason.

That Dame Rumours has it that the Manila leases are larger than anticipated; that the half-year has been an indifferent one, notwithstanding the great improvement in exchange; and that the \$2 dividend is not altogether an assured result.

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